NEW PUBLICATIONS.

BRYANT AND GAY'S HISTORY OF THE UNITED STATES.

A POPULAR HISTORY OF THE UNITED STATES. By WILLIAM CULLEN BRYANT and SYDNEY HOWARD GAY. Vol. I. 8vo. pp. 583. Scribner, Armstrong, & Co.

The motive and scope of this work are clearly set forth in the preface by Mr. Bryant, which affords an attractive specimen of the terse and vigorous prose of which he is so eminent a master. It is intended to be a history adapted to the wants of the large class who have no leisure for the more elaborate narratives which exhibit in complete detail the annals of the nation. At the same time it aims at a fuller treatment of the subject than is found in the convenient compends designed for the use of schools. Nor is it a compilation drawn from previous histories, but its materials have been obtained through independent research from original sources. The plan of the work includes a copious selection of illustrations, comprising portraits of distinguished men, views of memorable places and buildings, and representations of social usages and manners at an early day. But this statement presents only a superficial idea of the breadth of the plan. It is intended to describe the series of changes which have occurred in the Republic, that possess an interest for every civilized nation, and the history of which could not be fully written until the present time.

Mr. Bryant proceeds to give a brief sketch of these changes, which have given a character to modern history, and which will be fully treated in the progress of the work. During the two centuries and a half of our existence as an offshoot from the European stock, a great drama has been enacted on the American continent, closing in a bloody catastrophe with a result favorable to liberty and human rights. Within that time slavery, which had grown to be a gigantic power within the Republic, has been utterly destroyed after a terrible national conflict. We stand accordingly at a point where the whole duration of slavery in our country lies before us as on a chart, and no history of the Republic can be complete which does not conduct the reader through the various stages of its existence. Mr. Bryant presents a deeply interesting outline of its gradual development and progress. In its earlier years, slavery was admitted by the most eminent men where it had taken the deepest root to be a great wrong. At a subsequent period, it was defended as a just and beneficent institution, and the basis of the most perfect social state that was known to the world. The controversy assumed larger proportions as the years went on. On the side of slavery stood forth men singularly fitted to be its champions. Able, plausible, trained to public life, they exercised a large personal influence. Their will was molded to fierce determination by the despotism over their bondmen which prevailed on the plantation. On the other side were enthusiasts for liberty of no less inflexible purpose, restless and aggressive, with the spirit of martyrs, ready to attest their sincerity by the sacrifice of their lives. So fierce was the quarrel, that even in the free States, the name of abolitionist was a term of reproach and scorn. To apply this name to a man was in some places the same thing as to commend him to the mercy of a mob. Still the hostility to slavery was gathering strength under a new form. The friends of the institution demanded that it should be recognized in all the territory of the Union not yet formed into States. A party was at once created to resist the application of this doctrine, and after a long and vehement contest elected its candidate President of the United States. The friends of slavery, fearing that they should hereafter be in a minority, instantly revolted against the Union, and rushed into a war in which their defeat carried with it the fall of slavery. Thousands of private fortunes were dragged down; some of the fairest portions of the regions whence it issued its decrees were left desolate and waste; and others, for a time, were given over to a confusion little short of anarchy. It is not too early in the day to record the history of the institution. Slavery has become a thing of the past. The dispute as to its rights under our Constitution has closed forever. Slavery is no longer either denounced or defended from the pulpits. It is not made an issue in any political contests. The champions of slavery on the one side and the champions of the slave on the other, as they now pass in review before the historian, can be judged with a calmness belonging to a new political era. Still, it must be maintained that the existence of slavery in our Republic was at variance with the spirit of our free institutions. It could not be preserved in the vast proportions which it had reached without altering their nature and imparting to them somewhat of its own despotic character. Abundant examples of this are shown in the severe laws against sedition in the slave States, in the enforced silence on the subject of human liberty, in an expurgated popular literature, and in the visitors to the slave States chased back by mobs across the frontier. Not long before the civil war it was even maintained by certain journals in the South that the time had come for the question whether the entire laboring class of whatever color should not be made the serfs of the landholders and other opulent members of society. No history pretending to completeness could fail to describe the growth and downfall of an institution which wielded so vast an influence both in society and politics. To have broken off the narrative before reaching the catastrophe would have been like rising from the spectacle of a drama at the end of the fourth act. Few episodes in the world's history have been so complete in themselves as that of American slavery. Few have brought such mighty agencies into activity, or occupied so vast a theater, or been closed, although amid such fearful carnage, in a manner so satisfactory to the sense of natural justice.

Another important conclusion, Mr. Bryant suggests, is to be drawn from the result of the civil war. It has proved the strength of our political system. When the slave States first revolted, it was taken for granted even by the friends of the North in the Old World, that the Union could endure no longer, and the bond once broken could never be restored. The governments of Europe had no confidence in the stability of our political fabric. It was composed, as they thought, of discordant elements, loosely put together, whose imperfect cohesion a shock like that of the Southern revolt would destroy forever. But it survived the shock, and partly at least, by reason of its peculiar structure. It survived because every man in the free States felt that a part of the government was lodged in his own person. He felt that he was challenged when the Federal Government was defied, that he was robbed when the rebels took possession of the forts of the Federal Government and its munitions of war. The quarrel became his personal concern. All the consequences of the war, it is added, have not been equally fortunate. It encouraged the brutal instincts of many men, to so great a degree, that it made them careless of inflicting pain, and indifferent to taking life. After the close of the war crimes of violence became fearfully numerous. Men oftener carried about deadly weapons. Quarrels more frequently led to homicide. Robberies accompanied by assassination and acts of housebreaking were perpetrated with greater audacity. It might not be fair to say that these crimes were more frequent in the region which had been the seat of the war, but it is certain that the peace was often disturbed by quarrels between the white race and the colored which led to scenes of deplorable bloodshed. The state of society left by the war, in the opinion of the author, may be fairly charged to the error of allowing a place to slavery among our free institutions.

The public frauds which have recently taken place are treated at considerable length by Mr. Bryant, who traces them directly to the influence of the war. The success of dishonest dealings with the Government during the rebellion gave encouragement to crime; the effect was spread throughout the community, and the evil became contagious. The City of New-York was a principal seat of these enormities. But the offenders were tracked through all their windings and their practices laid bare to the public eye. The infamy of the most prominent criminals followed their exposure.

In reviewing the history of the last hundred years, Mr. Bryant naturally attaches special importance to the policy of protection. This was recommended at an early day by Hamilton, whose authority carried great influence with a large class of his fellow-citizens. Subsequently it became the battle-cry of a great party under a no less popular leader, Henry Clay. But after a struggle of many years, the doctrine of freedom of trade began to be asserted. The tariff of duties became from time to time weeded of the provisions in favor of particular manufactures, and was in the main liberal and not unsatisfactory to all parties. The manufacturers had ceased from the struggle for special duties, and seemed content with those which were laid merely for the sake of revenue. The question of protection was no longer a matter of controversy. But the war revived the old quarrel, and left it a legacy to the years which are yet to come.

Other questions of no less importance, and of vital interest at the present day, are set forth by Mr. Bryant, which make it imperative on the historian of the Republic not to stop short of the cycle of a hundred years from the birth of our nation. In that period great interests have been disposed of and set aside; with the next hundred years we have a new era with new responsibilities.

In addition to the element of political history which it appears is to hold so important a place in the present work, the author refers to the subsidiary questions which cannot be overlooked by the thorough historian. Among these are the Mounds, which are scattered over our territory, whose builders are supposed to have been a semi-civilized race who preceded the savage tribes that were found by the discoverers from the Old World. The history accordingly commences with what has been ascertained by modern science of the prehistoric existence of man, and the present state of our knowledge of the Mound Builders, as well as of the savage tribes by whom they were succeeded. The work is to be divided into three periods: the colonial period; the period from the Declaration of Independence to the struggle which closed with the extinction of slavery; and the period from the end of the civil war to the present time.

The execution of the present volume indicates careful and exact, if not extensive research, a discriminating judgment in the use of authorities, an unusual attention to the details of the narrative, and a judicious brevity of statement, but not at the sacrifice of completeness of information. No attempt is made at broad generalizations, or the discussion of speculative theories, while every essential fact is weighed in a fine critical balance, and the result set forth in perspicuous and expressive language, with not infrequent passages of graceful and picturesque composition. An example of nicety of judgment in the estimate of evidence and of the fidelity with which a critical point has been examined in various lights, is the account of the voyage of the Cabots which resulted in the discovery of the North American continent:—

It is conceded that a voyage was made as early as 1497 by John Cabot, accompanied by his son Sebastian, from Bristol, England, to find the shorter path to India westward. In a little vessel called the Matthew he made his first land-fall on this side the Atlantic on the 24th of June of that year. Whether the land first seen—the *Terra primum visa* of the old maps—was Cape Breton, Newfoundland, or the coast of Labrador, is still an open question, though the latter is held to be the most probable by some of those who have given the subject most careful consideration. But if the ship held its course of north by west from Bristol, it could hardly have been anything else. At any rate, they sailed along the coast for 300 leagues, and that could only have been the shore of the main land. These Cabots, then, were the first discoverers of the continent, about a year before Columbus entered the Gulf of Paria, and two years before Ojeda's fleet, in which Vespucci sailed, touched the coast of South America 200 leagues farther south.

But which Cabot commanded this expedition? Here again a doubt is started, and the father and the son has each his advocates. John Cabot was probably a native of Genoa; but he had lived for many years in Venice, whence he removed to London with his family "to follow the trade of merchandise." It is not known when he was born, in what year he emigrated to England, or how soon he removed from London to Bristol. He was, it is asserted, learned in cosmography and an accomplished navigator, had traveled by land in the East, and had heard from men in the caravans of Arabia those strange and captivating tales of the boundless wealth and magnificence of "farthest Ind." He disappears from history in 1498 as suddenly as he appeared two years before, and it is supposed that he died about that time. But whether it was as an old man whose work was happily finished, or as one cut off in the prime of his vigor and his days, there is no record.

The son, Sebastian, is said to have been only 20 years of age in 1497. He was undoubtedly a young man, but some suppose—a supposition necessary, indeed, to their theory in regard to him and his voyage—that he was not less than 25 years of age when he sailed on this voyage with his father. And his birth-place is as uncertain as the time of his birth. He may have been born in Venice; perhaps he was born in Bristol. In one account he is represented as saying: "When my father departed from Venice many yeeres since to dwell in England, to follow the trade of merchandises, hee tooke mee with him to the citie of *London*, while I was yet very yong, yet having neverthelesse some knowledge of letters of humanitie, and of the sphere." But his friend Eden's testimony is: "Sebastian Cabot tould me that he was borne in Brystowe, and that at iiij yeare ould he was carried with his father to Venice, and so returned agayne to England with his father after certayne yeares, whereby he was thought to have been born in Venice."

Both passages are relied upon as sufficient answer to the objection of Sebastian's youth for the command of so important an expedition; yet neither is conclusive, inasmuch as neither gives the date of the father's emigration to England, while the first proves altogether too much, as it goes on to say: "And when my father died in that time when newes were brought that Don Christopher Colonus Genoese had discovered the coasts of India, whereof was great talke in all the court of King Henry the Seventh, who then reigned, insomuch that all men with great admiration affirmed it to be a thing more divine than humane, to saile by the West into the East, where spices growe, by a way that was never knowen before, by this fame and report there increased in my heart a great flame of desire to attempt some notable thing."

That John Cabot was not dead at the period referred to is just as certain as that either he or his son, or both, sailed in search of a north-west passage. But this "discourse of Sebastian Cabot," as it is called, though interesting for the main facts to which it testifies, is entitled to no credit as strictly accurate evidence as to details, inasmuch as the narrative was not repeated by him—the Pope's Legate in Spain—who had it from Cabot, till years had passed away, and then some months elapsed before it was put in writing by the author—Ramusio—who first published it, and who cautioned his readers that he only presumed "to sketch out briefly, as it were, the heads of what I remember of it." No reliance, of course, can be put upon such a document on any disputed point.

Other old chroniclers, however, notably Fabian, Stow, and Gomara, speak of Sebastian Caboto as the navigator "very expert and cunning in knowledge of the circuit of the world, and islands of the same as by a sea card," who demonstrated to King Henry VII. the feasibility of a north-west passage to the Indies, and who was sent to find it; and on these writers Hakluyt relied for his account of the voyage. But Hakluyt substituted the name of John, the father, for that of Sebastian the son, and subsequent authors have, for the most part, accepted his correction.

Then the question of late is still further complicated by a MS. of Hakluyt's recently brought to light. In this the great chronicler asserts not only that the first expedition was commanded by Sebastian Cabot, but that the voyage itself was made in 1496. His words are: "A great part of the continent, as well as of the islands, was first discovered for the King of England by Sebastian Gabote, an Englishman, born in Bristow, son of John Gabote, in 1496." And again: "Nay, more, Gabote discovered this large tract of firme land two years before Columbus ever saw any part of the continent. . . . Columbus first saw the firme lande Aug. 1, 1498, but Gabote made his great discovery in 1496." There is certainly no trustworthy evidence, and little of any sort, of a voyage by either the father or the son in that year, and the main difficulty here is to reconcile Hakluyt to himself.

It is less easy to dispose of a map discovered about twenty years ago in Germany, and which is in conflict with all the statements upon this point hitherto relied upon. The map, which is now in the Imperial library at Paris, covers the whole world; in its delineations of some countries it is tolerably correct, in others it is full of errors and remarkable for inexplicable omissions; but it assumes, in one of its inscriptions, to have this authority: "Sebastian Cabot, Captain and Pilot-major of his Sacred Imperial Majesty the Emperor, Don Carlos, the fifth of his name, and king, our lord, made this figure extended in plane, in the year of the birth of our Savior Jesus Christ, MDXLIIII." (1544.) With reference to Newfoundland there is this descriptive legend in Latin and Italian: "This land was discovered by John Cabot, a Venetian, and Sebastian Cabot his son, in the year of the birth of our Savior Jesus Christ M.CCCC.XCIIII (1494), the twenty-fourth day of June (at 5 o'clock) in the morning; to which land has been given the name of The Land First Seen (*terram primum vistam*); and to a great island, which is very near the said land, the name of St. John has been given, on account of its having been discovered the same day."

If this legend be correct, it overthrows all previous theories, and puts aside all previous assertions. If the first voyage of the Cabots was made in 1494, the mistake as to the age of Sebastian has been general, for it is not at all likely that any share in the responsibility in an expedition so hazardous and uncertain would have been attributed to a lad of seventeen, and it conflicts with all we know of his character to suppose that he would snatch at honors that were not rightfully his. The question thus opened anew has given rise to much learned and labored discussion both in favor of this new supposition and against it, but the most obvious explanation, it seems to us, in view of what was previously known, and from documents which have more recently come to light, is that the date of M.CCCC.XCIIII on the map is either a misprint or a blunder.

There is no violent improbability in the supposition that the numerals VII were changed by the printer or the copyist into IIII, and it was much more likely to happen than that the inscription itself, while announcing a fact hitherto unheard of, should be in its terms almost a literal transcript otherwise of a record hitherto universally accepted as true, which agreed with all the contemporaneous authorities upon the subject, and which, if it was an error, would probably have been detected and exposed, as it was within half a century of the time when the alleged voyage was said to have been made. This record is the "extract taken out of the map of Sebastian Cabot, cut by Clement Adams," "hung up in the privy gallery at Whitehall," and the Latin text of which is thus translated by Hakluyt: "In the year of our Lord 1497, John Cabot, a Venetian, and his son Sebastian (with an English fleet set out from Bristol) discovered that land which no man before that time had attempted, on the 24th of June, about five of the clocke, early in the morning. This land he called *Prima Vista*, that is to say, First Seene; because, as I suppose, it was that part whereof they had the first sight from sea. That island which lieth out before the land, he called the Island of *St. John*, upon this occasion, as I thinke, because it was discovered upon the day of *John the Baptist*." The essential identity, in everything but the date of the year, of the inscriptions upon the two maps, the same day of the month, the same hour of the day, the same naming of the land first seen, and the same name given to the neighboring island, all indicate that both referred to the same expedition, and that one was copied from the other. In the transfer, what more easy and probable that the VII should be changed to IIII, or that IIII should be changed to VII? That such a mistake—if this obvious explanation of the difficulty be accepted—was not made by Clement Adams, whose map was hung up in Whitehall, and was well known in the sixteenth century to Sebastian Cabot's cotemporaries, but that it was made by whoever printed or delineated the map of 1544, unheard of till 25 years ago, there seems to be ample evidence.

This evidence comes from recent researches made on behalf of the British Government for historical information among Italian and Spanish archives. It is found that the Venetian embassador in England wrote home on the 24th of August, 1497, thus:—

"Also, some months ago, His Majesty, Henry VII., sent out a Venetian, who is a very good mariner, and has good skill in discovering new islands, and he has returned safe, and has found two very large and fertile new islands; having likewise discovered the seven cities, four hundred leagues from England, on the western passage. The next Spring His Majesty means to send him with fifteen or twenty ships." And in the archives of Venice is also a letter dated August 23, 1497, from one Lorenzo Pasqualigo, a Venetian living in London, to his brother, in which he writes:—

"The Venetian, our countryman, who went with a ship from Bristol in quest of new islands, is returned, and says that seven hundred leagues hence he discovered land, the territory of the Grand Cham; he coasted for three hundred leagues and landed; saw no human beings, but he has brought hither to the King certain snares which had been set to catch game, and a needle for making nets; he also found some felled trees, wherefore he supposed there were inhabitants, and returned to his ship in alarm.

"He was three months on the voyage, and on his return he saw two islands to starboard, but would not land, time being precious, as he was short of provisions. * * * The king has also given him money wherewith to amuse himself till then (the next Spring), and he is now at Bristol with his wife, who is also a Venetian, and with his sons. His name is Zuan Cabot, and he is styled the Great Admiral; vast honor is paid him; he dresses in silk, and these English run after him like mad people, so that he can enlist as many of them as he pleases, and a number of our own."

A similar letter, written about the same time from the Spanish embassador in England, and dealing with the same incident—the return of this Genoese of Bristol from a voyage of discovery—is found in the Spanish archives at Seville. And unless other cotemporary testimony, equally direct, respectable, and impartial, shall be found to offset these statements, they may be accepted as settling two points: First, that the first voyage of the Cabots, on which the Western Continent was discovered, was made in the Summer of 1497; and second, that the leader of the enterprise was John (Zuan) Cabot.

The early voyage of Verrazano on which the shadow of historic doubt has recently been cast, is treated in the same spirit of cautious reserve, but with firm reliance on the balance of evidence:—

A new impulse was given to the desire for a shorter northern passage to India, and Francis I. of France, aroused to the great event of his time, is said to have declared: "Why, these princes coolly divide the New World between them! I should like to see that article of Adam's will which gives them America!" In 1523 he proposed to compete with other powers, both for a share in that New World, and to find for France a shorter route to Cathay.

With this intent an expedition put to sea from some port in Brittany, in the Autumn of 1523. It consisted originally of four vessels, but before much progress was made, two of these vessels were first disabled or lost, and afterward a third, leaving only a single ship, called the Dauphine—Dalfina. The commander was Giovanni da Verrazano, a native of Florence—Italian by birth, as Columbus and Cabot were,—who, according to the historians of Dieppe, was a captain of one of Thomas Aubert's ships ten years before. He saw and did, for aught that can be known now, no more than Cabot and Cortereal had seen and done about a quarter of a century before. But he has left behind him, in a letter to the King, a narrative of his adventures, and for the first time we get a dim and passing glimpse, by actual description, of much of the long stretch of the Atlantic coast of North America now within the boundaries of the United States. So vague, indeed, and sometimes so incorrect is this narrative, that the question has been raised whether it was not altogether destitute of truth. But the argument of its want of accuracy, based on internal evidence, may be brought with equal force against many of the accounts of early expeditions which certainly were made*.

It has been supposed by some writers that Verrazano may have made a voyage in 1523 with his four ships across the Atlantic, and that the allusion in his letter to a disaster which overtook two of them, on "Northern coasts," refers to such an expedition. But the letter is otherwise taken up with the single voyage of the Dauphine, in which he finally set sail from the Madeiras in January, 1524. In forty-nine days he "reached a new country which," he writes, "had never before been seen by any one," and which by fires along the shore, he knew to be inhabited. His land-fall, he says, was on the thirty-fourth parallel, or about the latitude of Cape Fear, as his course after leaving the Madeiras was "towards the west, with a little northwardly." Thence he ran southward for fifty leagues, but finding no harbor he reversed his course. Cruising leisurely along the coast for two hundred leagues, he first notes that the shore was covered with fine sand, rising into little hills about fifty paces broad; then that arms of the sea flowed in through inlets, making an inner and an outer beach; but beyond the coast-line he saw a country rising into beautiful fields, and broad plains covered with immense forests more or less dense, various in foliage and color, and festooned with vines. This verdant land was fragrant with wild roses, violets, lilies, and many other flowers, watered with many lakes and streams. Beasts of the chase, and birds of gay plumage and pleasant song, were plentiful. The balmy air of a delicious Summer blew gently over a smooth sea, and on the long stretch of coast, the water was deep, and there were no rocks of hidden dangers to vex the mariner.

The following note is added at the end of the discussion: "Since this chapter was put in type a volume of nearly two hundred pages, by Henry C. Murphy, on the voyage of Verrazano, has been published. Mr. Murphy's aim is to show that the claims of discovery made in Verrazano's name have no real foundation. The work is learned, laborious, and exhaustive, and seems to leave nothing more to be said on that side of the question."

The landing of the Pilgrims at Plymouth is described with greater discriminating detail than is found in most of the current narratives of the event, and in some important particulars a new version of the whole transaction is presented.

On Wednesday, the 6th of December (Old Style), a party put off for a more extended search than had yet been made. Robert Coppin, the gunner of the Mayflower, was of this company, and he knew, he said—for he had been upon this coast before—of a good harbor, and a great navigable river in the other headland of the bay. On Wednesday and Thursday they cruised along the shore, on the west side of the cape, from Provincetown to Truro, from Truro to Wellfleet, from Wellfleet to Eastham—as the region is now divided. A sudden attack was made upon them on Friday morning, by the natives, as they were getting ready to leave the night's camping-ground, and arquebus-shot and arrow flights were exchanged without harm to either party.

From this point they sailed along the coast for fifteen leagues, on Friday, and, seeing no good harbor, stood on in search of that which Coppin said he knew. The day was stormy; in the course of it the rudder of the boat was unshipped, and, before they made land on the other side of the bay, she carried away her mast, split her sail, and was near being lost altogether. At nightfall they reached and landed upon an island, since known as Clark's Island, because Clark, the Mayflower's chief mate, was the first to step ashore. The next day, the 9th, they explored the island, and on Sunday, the 10th, they rested, as men would be sure to rest who, on weekdays, never forgot, under any circumstances, to ask in outspoken prayer the blessing of God upon their labors.

On Monday, Dec. 11, they crossed the harbor, sounding it as they went, and finding it of good depth for small vessels. Along the shore of the mainland they found several brooks of plentiful waters emptying into the bay, and here and there were cleared fields, where the Indians had planted maize, ready for the use of new comers. If not the best of places, it was, says Bradford, who was of the party, "at least the best they could find, and the season and their present necessity made them glad to accept it."

The incident in itself is commonplace enough. Seventeen rough men, who for the five previous days had been in an open boat, sleeping by night upon the bare ground, sometimes drenched with rain, sometimes half frozen with the cold, landed, as they had often done before, from their boat to seek anew a spot that would answer their purpose. History, nevertheless, has marked the act as an epoch. Nor is its significance likely to be forgotten, although confusion and misunderstanding have gathered about it and obscured its exact details. Its importance and interest are none the less because it happens to be commemorated by the descendants of the Pilgrims, wherever they are found, on the anniversary of a day when the event did not occur, and with the general supposition that on that day the people of the Mayflower landed from the ship upon the rock of Plymouth,—which they certainly did not do till a fortnight later.

Nor is there any reason, except in the confounding of fact and tradition, for the supposition that this boat-load of explorers visited the spot where the Pilgrims afterward made their home. That is three miles from Clark's Island, while the shore of the mainland—toward which these men would naturally steer their boat as the nearest point—stretches along opposite the island within a much shorter distance. Though they "marched into the land, and found divers corn-fields and little running brooks," they decided upon no particular site for the colony, for they "afterwards," says Bradford, "took better view of the place, and resolved where to pitch their dwelling." Nor could they have spent much time in a survey of the shores of the harbor, for they returned that day to their companions, at the end of Cape Cod, to report the success of the expedition—a return saddened by the news of the death of William Bradford's wife, who, during his absence, had fallen overboard and was drowned. With this voyage of the shallop no tradition seems to be connected. We have only the cold, bare records of ordinary facts; the rough pioneer work of men engaged in an arduous duty, to be done at any risk of hardship, and to be done quickly. All the romantic interest that tradition lends to the landing of the Pilgrims came later with the disembarkation of the passengers of the Mayflower, upon the rock at Plymouth.

The error in the date of the anniversary which is usually ascribed to the mistake of a local antiquary, receives a different explanation in this volume: "December 11, Old Style; December 21, New Style. In 1769 the 'landing of the Pilgrim Fathers' was first commemorated at Plymouth, and the date in New Style was erroneously made the 22d, instead of the 21st. The error, which has been perpetuated ever since in the celebration of the day, arose, it has been supposed, from the addition of eleven days, instead of ten, to mark the difference between Old Style and New. The explanation is unsatisfactory, as such a blunder seems hardly likely to have occurred. The error more probably came from a mistake in punctuation in 'Mourt's Relation,' where the statement is: 'And here we made our rendezvous all that day, being Saturday, 10 of December, on the Sabbath day we rested, and on Monday we sounded the harbor,' &c. There should be a period after 'Saturday,' when it would read: 'And here we made our rendezvous all that day, being Saturday. 10 of December, on the Sabbath day, we rested; and on Monday,' &c. Saturday was certainly the 9th, not the 10th; but when, in 1769, in Plymouth, they turned to 'Mourt's Relation,' to fix the date of this incident, and read the record with its erroneous punctuation, they of course called Monday the 12th, and, adding ten days for difference of styles, made 'Forefathers' Day' the 22d." Whether this account of the origin of the error will be accepted by the Old Colony antiquaries may perhaps be doubted, but it certainly exhibits the desire for minute accuracy, and the diligence in comparing authorities which are the cardinal virtues of the historian. The same qualities are manifested to a large extent throughout the volume, presenting a refreshing contrast to the so-called popular and superficial compilations which are widely circulated as histories of the United States. Its tone is that of mature scholarship, of confidence in the soundness of the knowledge which it imparts, and of intimate conversance with the sources from which it is derived. Although designed for the uses of the people, it makes no aim at popular effect by hasty and plausible statements, but presents the fruits of high literary culture in a style of polished elegance, and in accordance with the dignity of historical composition. The illustrations of the work are rare specimens of artistic excellence, and are entitled to no less cordial recognition than its literary merits.

* The letter of Verrazano to Francis I. was first published by Ramusio, within about thirty-two years of its date, and was copied from him by Hakluyt. It has been held to be authentic for three centuries, and is not now to be easily set aside. The discovery, a few years since, of a map, by Hieronimus da Verrazano, in a public library in Rome, dating about 1529, offsets, it is claimed, any possible constructive argument against his voyage from negative evidence. For description of this map and the newest theory as to the course of Verrazano, see an article by James Carson Brevoort, in *Journal of American Geographical Society of New-York*, vol. iv.

THE MONEY MARKET.

OFFICIAL REPORT N. Y. STOCK EXCHANGE SALES, MAY 18, 1876.

10 A. M.—SALES BEFORE THE CALL.

Western Union
1,600..........65
200..........c. 65
1,500..........64⅞
1,700..........64⅞
2,500..........64¾
300..........64¾
100..........64⅞
1,000..........64¾
700..........64⅞
100..........c. 64⅞
500..........s3 64½
American Express
100..........64
Pacific Mail
500..........21¼
800..........21⅞
600..........21
800..........21⅞
200..........c. 21½
1,100..........21⅞
500..........21⅞
600..........22
100..........22⅛
600..........22
200..........22⅛

Pacific Mail
700..........22
100..........c. 21⅞
200..........22⅛
100..........c. 21¾
800..........22⅛
100..........s3. 22
N Y Cent and Hud
50..........opg. 110⅛
Erie Railway
200..........14⅞
100..........s3. 14⅞
Union Pacific
100..........60⅞
Lake Shore
1,600..........53¼
500..........53⅜
100..........53¼
100..........s3. 53¼
100..........c. 53⅜
2,300..........53⅜
1,800..........53⅜
700..........b3. 53⅜
6..........s3. 53⅜
500..........53⅜
1,200..........53¼

Mich Central
100..........46⅞
100..........c. 47
100..........47⅛
100..........47⅛
100..........47¼
200..........47
North-West Pref
100..........58⅛
N J Central
100..........90⅛
Rock Island
700..........105
100..........104⅞
St Paul
200..........36¼
200..........b3. 36⅛
100..........37
Del, Lack & West
100..........s3. 106
100..........106
200..........105⅞
Ohio and Miss
100..........s60. 16⅛
100..........b3. 16⅛

GOVERNMENT STOCK DEPARTMENT—10¼ O'CLOCK AND 11½ O'CLOCK A. M.

U S 6s, Registered, 1881
6,000..........122
U S 5-20 Coupon, '65 N
25,000..........12.119⅛
U S 5-20 Coupon, 1867
10,000..........121¼
25,000..........12.121¼

FIRST BOARD—10½ O'CLOCK A. M.

Sales of State Bonds—Railroad Bonds—Bank and Railroad Shares—Express Stocks, &c.

Dist of Col 3.65s
4,000..........71¼
6,000..........71
Tennessee 6s, New
5,000..........42½
Chic, R I & Pac 7s
1,000..........110¼
2,000..........110
Chic and N W Con Coup G B
5,000..........93⅞
Chic and N W Con Reg G Bds
2,000..........93¼
Erie 3d Mort
5,000..........102½
Erie 4th Mort
8,000..........100
Erie 5th Mort
3,000..........103
Mich Southern 2d
4,000..........101¼
Del, M and Tol 1st
2,000..........102
Lake Shore 1st, C C
6,000..........106
Lake Shore 2d, Con Coup
2,000..........100
Mich Central 7s
3,000..........105⅛
Cent Pacific G B
5,000..........108¼
West Pac Bonds
2,000..........99½
Union Pacific 1st
4,000..........104¾
Union Pacific S F
2,000..........90
3,000..........b3. 90⅛
St Lo and I M 1st
2,000..........101⅛
3,000..........101⅛
Alt and T H 2d Pf
1,000..........93
Louis & N Con '98
2,000..........87½
C, C, C and I 1st
6,000..........bc 108⅜
Bank of New-York
50..........117
Consolidation Coal
200..........s3. 40
100..........bc. 40
Union M Co of T
1,300..........bc. 1⅝
Western Union
1,000..........bc 64½
15..........64⅞
1,400..........64⅞
1,000..........64⅞
700..........64⅝
500..........s3. 64½
200..........b3. 64⅝
500..........b3. 64⅝
200..........s3. 64⅝

Western Union
1,100..........64⅝
100..........s3 64½
300..........64⅝
1,000..........64⅞
100..........64⅝
N Y Cent and Hud
1,000..........bcb3. 110
Erie Railway
100..........bcb3. 14⅞
200..........14⅞
Harlem Railroad
100..........bc. 139
Pacific Mail
100..........bc. 22¼
200..........22½
500..........c 22⅛
500..........s4. 21⅞
100..........22⅛
100..........c. 22⅛
100..........c. 22⅛
100..........22⅛
1,100..........22¼
300..........s4. 21
200..........22⅛
400..........22⅜
100..........22⅜
100..........22⅛
100..........22⅛
100..........c. 22⅛
200..........22⅛
200..........22⅝
200..........22⅝
600..........22⅜
200..........22⅜
200..........22¾
100..........22⅞
400..........s4. 22⅝
500..........22⅞
1,800..........23
500..........c. 23
400..........23⅛
200..........23¼
700..........23⅜
100..........c. 23¼
100..........s4. 22⅞
400..........22⅞
Cleve and Pitts Gtd
100..........bc. 93
Chic and Alton
100..........bc. 98½
Mich Central
100..........bc. 47
200..........b3 47
100..........c 47
200..........46⅞
100..........47
100..........c. 47
200..........47⅛
100..........47
300..........44⅞
200..........s. 46¾
100..........46⅞
100..........47

Mich Central
25..........46⅞
Lake Shore
600..........bcb3. 53⅜
400..........53⅜
1,000..........53⅜
300..........53⅜
700..........53⅜
100..........b3. 53⅜
1,400..........53⅜
1,500..........s3. 53⅛
1,400..........53⅜
Union Pacific
500..........bc. 60
500..........59⅞
500..........59⅞
100..........s4. 59⅞
100..........59
North-West Pref
100..........bcc. 58⅜
100..........58⅛
Tol and Wabash
100..........bc. 2⅝
300..........2⅝
C, C, C and I
100..........bc. 46
100..........45½
Central R R of N J
100..........bc. 90
100..........90⅛
100..........s3. 89½
300..........89⅞
105..........90
200..........89⅞
50..........89⅞
100..........89½
1..........89
200..........88½
200..........88
200..........87½
100..........87
200..........87½
100..........s3. 87½
300..........87⅞
200..........s3. 88
St Paul
200..........bc. 36½
100..........b3. 36⅛
400..........36⅛
100..........36¼
St Paul Pref
200..........bc. 63¼
100..........b3. 63½
Del, Lack and West
200..........bcs3. 106
100..........106
550..........105⅞
300..........105¾
1,400..........105¼
100..........105⅜
500..........105⅝
Pitts, Ft W & C G
50..........bc 104
Morris and Essex
10..........bc. 104¼
80..........103¾

12½ O'CLOCK—SALES BEFORE THE CALL.

Bank of New-York
10..........117
53..........117½
Prod Consol L and Pet Co
100..........112⅝
Western Union
500..........64½
200..........64⅝
100..........s3. 64¾
600..........64⅞
Erie Railway
400..........15
100..........s3 15
Pacific Mail
700..........23½
100..........c. 23½
300..........23¼
600..........24

Union Pacific
50..........61
200..........59¾
Lake Shore
800..........53⅜
100..........s3. 53⅜
100..........b3. 53½
900..........53½
500..........s3. 53½
100..........b3. 53⅜
2,700..........53⅜
800..........53¾
1,000..........53⅞
N J Central
100..........s3. 88
1..........89
Rock Island
100..........b3. 105

Rock Island
400..........105
St Paul
100..........37
100..........37⅛
Toledo and Wab
200..........2⅝
100..........2⅝
50..........2⅝
400..........2⅝
Fort Wayne
35..........s30. 103½
Del Lack & West
400..........105⅜
400..........s60. 104½
200..........105½
N J Southern
100..........1⅛
1,000..........1

GOVERNMENT STOCK DEPARTMENT—2 O'CLOCK.

U S 6s, Coupon, 1881
4,000..........122¾
U S 5-20 Coupon, 1865
10,000..........114⅞

SECOND BOARD—1 O'CLOCK P. M.

Sales of State Bonds—Railroad Bonds—Bank and Railroad Shares—Express Stocks, &c.

N C 6s, F A '66
5,000..........11
Chic, R I & Pac 7s
5,000..........110¼
2,000..........110⅜
Chi, R I & P 6s, S F
6,000..........100
N J Central Conv
6,000..........102½
Morris & Es C Bds
1,000..........100
Mil and St Paul 1st LaCrosse Div
1,000..........102½
Erie 3d Mort
3,000..........102
Cent Pacific G B
2,000..........108⅛
Union Pacific 1st
1,000..........101⅞
2,000..........105
Grt Western 2d
4,000..........64
Pitts, Ft W & C 2d
2,000..........111¼
Metropolitan Bank
20..........120
Del and Hud Can
5..........bc. 110
Prod Consol L and Pet Co
100..........bc. 112¾
100..........113
100..........112⅞
Union M Co of Ten
1,000..........bc. 1⅝
Western Union
1,400..........bc 64⅞
600..........65
1,200..........64⅞
100..........65
100..........s3. 64⅞
1,400..........65

Western Union
1,200..........s3. 65
200..........b3. 65
200..........s5. 64⅞
400..........64⅞
Erie Railway
100..........bc. 15⅛
100..........15¼
1,600..........15⅛
400..........s15 15
200..........s30. 15
800..........15⅛
100..........s3. 15
Pacific Mail
500..........bc. 23¾
200..........c. 23⅞
100..........23⅝
100..........c. 24
200..........24
100..........24⅛
600..........24⅜
100..........24
600..........24½
600..........24
100..........22⅞
100..........22⅞
1,400..........23
400..........23¼
500..........23⅛
700..........23
300..........22¾
100..........23
100..........23¼
1,000..........23⅜
500..........22
200..........22¾
100..........22½
200..........22¼
700..........22
300..........21⅞
Mich Central
100..........bc. 47⅜
200..........47¼

Mich Central
100..........47½
100..........47½
North-West Pref
100..........bc. 59
C, C, C and I
74..........bc. 46
Lake Shore
500..........bcs3. 53⅜
2,000..........53⅞
1,000..........54
2,000..........53⅞
900..........b3. 53⅞
1,000..........s3. 53⅞
2,900..........53⅜
100..........b3. 53⅜
1,700..........s3. 53⅞
Central R R of N J
100..........bcb3. 88¼
100..........88
300..........88½
Rock Island
100..........bc. 105¼
St Paul
100..........bc. 37¼
100..........37
St Paul Pref
10..........bc. 63⅛
Tol, Wab & West
200..........bc. 2⅝
200..........2
Del, Lack and West
100..........bcs60. 104½
100..........106
Chic, Bur and Q
100..........117½
Ohio and Miss
200..........bc. 16⅝
200..........16⅞
Han and St Joseph
100..........bc. 14⅛
Pacific R R of Mo
200..........bc. 14

SALES FROM 2½ O'CLOCK TO CLOSE OF BUSINESS, 3 O'CLOCK.

Tennessee 6s, New
15,000..........44
Union Pacific 1st
4,000..........105
1,000..........105⅛
Jefferson R R 1st
2,000..........80
Chic, R I & Pac S F
4,000..........99½
Metropolitan Bank
40..........120
N Y Cent and Hud
200..........110⅛
60..........110
Erie Railway
1,400..........15
100..........b3. 15
Western Union
500..........s3. 64¾
200..........64½
100..........b3. 64¾
300..........64¾
700..........64⅞
500..........65
400..........65⅛

Western Union
400..........s3. 65⅛
Pacific Mail
200..........22¼
100..........22⅛
2,500..........22
1,200..........21⅞
1,300..........21¾
1,500..........21⅝
3,000..........21½
400..........21¼
100..........21⅛
300..........21
200..........21⅜
800..........21⅜
100..........21¼
100..........21⅛
500..........21
300..........20½
800..........20¾
1,600..........20
900..........19⅞
6,000..........20
7,000..........20⅛
1,500..........20½

Pacific Mail
3,000..........21
100..........20⅝
200..........20⅝
North-Western
200..........40⅛
Lake Shore
400..........53½
800..........53⅜
600..........53½
100..........s3. 53½
1,000..........53⅝
St Paul Pref
100..........63¾
Tol and Wabash
100..........2⅝
N J Central
100..........88
300..........s3. 87½
100..........s3. 87½
200..........87¼
Del, Lack and West
700..........106
Ohio and Miss
600..........16⅝

THURSDAY, May 18—P. M.

The great feature of the stock market to-day was the unusually large transactions and violent fluctuations in price of Pacific Mail. From the opening price of 21¼ the advance was comparatively steady up to the culminating point of 24½, which was reached at about 2 o'clock. Prior to this time the transactions in the stock had aggregated about 25,000 shares, the remaining 40,000 having been done after this time and at declining prices. After selling at 24½ the next trade included only a few hundred shares at 24. Then followed a drop to 22⅝, succeeded by a rally to 23¼. From this point down to 20 the sales were principally made by a prominent broker who is also a director of the Company, while another broker, generally believed to be buying for the Clyde party, was the purchaser of two lots of 5,000 shares each at 20 and 20⅛, after which the same broker bid 21 for 5,000 shares more, which he did not buy, although the stock closed at 20¾. "What does it all mean?" was the great conundrum of the street after Board hours, with about as many various volunteered explanations as there were people having opinions upon the subject. Perhaps the mystery may remain unexplained until after the closing of the transfer books for election of directors which is to be held on the 31st inst. The theory more generally adopted to explain the eccentric course of P. M., however, and one which is sustained by many circumstances transpiring during the day, is that the rise was caused by a sharp contest for stock with which to control the coming election, and that the present managers either found themselves beaten in the contest or were unwilling to continue it at the expense of buying a stock which many intelligent people regard as utterly worthless, at so high a price as 24½; and so, taking advantage of the market, offered large blocks of stock which they had bought at lower figures, and thus sent the price rapidly down below the starting-point of the morning. Another but less probable theory is that the sellers of the afternoon were the victorious party after all; that, having more stock than they needed for election purposes, they sold the surplus while a good market invited them. It seems to be the general belief that the